

## CLAIMS

What is claimed is:

1. A vehicular light control module connected between first and second light bulbs and a parking light switch and a turn signal switch, wherein the parking light switch and the turn signal switch are additionally connected to a power source, wherein the first and second light bulbs each include a dim filament connected to the parking light switch and a bright filament connected to the turn signal switch, wherein said vehicular light control module comprises:

a first light intensity switch connected between the dim filament of the first light bulb and the parking light switch, and further connected between the bright filament of the first light bulb and the turn signal switch;

a second light intensity switch connected between the dim filament of the second light bulb and the parking light switch, and further connected between the bright filament of the second light bulb and the turn signal switch;

said first light intensity switch connecting said bright filament of the first light bulb with the power source; and

said second light intensity switch connecting said bright filament of the second light bulb with the power source.

2. The vehicular light control module as described in claim 1, wherein said first light intensity switch comprises a relay and said second light intensity switch comprises a relay.

3. The vehicular light control module as described in claim 2, wherein said relay includes: an energized state, wherein said bright filament is connected with the power source; and a non-energized state, wherein said dim filament is connected with the headlight switch.

4. The vehicular light control module as described in claim 1 further comprising:

a first turn signal interrupt switch connected to the turn signal switch, the power source, and the bright filament of the first light bulb through said first light intensity switch, wherein said first turn signal interrupt switch operates between an energized state to force the bright filament of the first bulb into a non-energized state.

- 5     5.     The vehicular light control module as described in claim 1 further comprising:

a second turn signal interrupt switch connected to the turn signal switch, the power source, and the bright filament of the second light bulb through said second light intensity switch, wherein said second turn signal interrupt switch operates between an energized state to force the bright filament of the second bulb into a non-energized state.

- 10    6.     The vehicular light control module as described in claim 1 further comprising:

an automatic override switch connected to the parking light switch, the power supply, said first light intensity switch and said second light intensity switch, said automatic override switch controlling operation of said first light intensity switch and said second light intensity switch.

- 15    7.     The vehicular light control module as described in claim 6 further comprising:

a main module power switch connected with said automatic override switch, said first light intensity switch, said second light intensity switch, and said power supply; said main module power switch controlling operation of said first light intensity switch and said second light intensity switch.

- 20    8.     The vehicular light control module as described in claim 6 further comprising

a manual night override switch connected to said automatic override switch, said manual night override switch controlling operation of said automatic override switch in said control module.

9. The vehicular light control module as described in claim 1 further comprising:

an operational indicator connected to said first light intensity switch and said second light intensity switch, said operational indicator providing feedback corresponding to the operational state of said control module.

5 10. The vehicular light control module as described in claim 1 further comprising:

an expansion switch connected between a pair of auxiliary driving lights and the power source; said expansion switch controlling the operation of the auxiliary driving lights.

11. The vehicular light control module as described in claim 1 further comprising:

10 a first secondary light switch connected to said first intensity light switch and to a first parking light bulb, said first secondary light switch controlling operation of the first parking light bulb; and

a second secondary light switch connected to said second intensity light switch and to a second parking light bulb, said second secondary light switch controlling operation of the second parking light bulb.

15 12. A vehicle light control module in a vehicular light assembly having at least one vehicular bulb having a first filament and a second filament, wherein the first filament is connected to the power source through a turn signal switch connected to a thermal flasher further connected to an ignition key switch, and the second filament is connected to a power source through a headlight switch, wherein the first filament provides a first light intensity when connected to the power  
20 source and the second filament provides a second light intensity when connected to the power source, said vehicle light control module comprising:

a light intensity switch connected to the first filament, the second filament, the headlight switch, and the turn signal switch;

said light intensity switch operating in an energized state and a non-energized state;

said light intensity switch connecting said first filament with the power source and said second filament with said turn signal switch in said energized state; and

said light intensity switch connecting said first filament with the turn signal switch and  
5 the second filament with the headlight switch in said non-energized state.

13. The vehicle light control module as described in claim 12 wherein said light intensity switch comprises a relay.

14. The vehicle light control module as described in claim 13, wherein said relay comprises:  
an energized state, wherein said first filament is connected with the power source; and  
10 a non-energized state, wherein said second filament is connected with the headlight switch.

15. The vehicular light control module as described in claim 12 further comprising:  
a turn signal interrupt switch connected to the turn signal switch, the power source, and  
the bright filament of the light bulb through said light intensity switch, wherein said turn signal  
15 interrupt switch operates between an energized state to force the bright filament of the first bulb into a non-energized state.

16. The vehicular light control module as described in claim 12 further comprising:  
an automatic override switch connected to the headlight switch, the power supply, said  
light intensity switch, said automatic override switch controlling operation of said light intensity  
20 switch.

17. The vehicular light control module as described in claim 16 further comprising:

a main module power switch connected with said automatic override switch, said light intensity switch, and said power supply; said main module power switch controlling operation of said light intensity switch.

18. The vehicular light control module as described in claim 16 further comprising

5 a manual night override switch connected to said automatic override switch, said manual night override switch disconnecting said automatic override switch from said control module.

19. The vehicular light control module as described in claim 12 further comprising:

means for providing resistance compensation of the first filament and the second filament to the thermal flasher, said resistance compensation means connected to said light intensity  
10 switch.

20. The vehicular light control module as described in claim 12 further comprising:

a secondary light switch connected to said intensity light switch and to a parking light bulb, said secondary light switch controlling operation of the parking light bulb.